

**Florida-Alabama
Transportation Planning Organization
2045 Long-Range Transportation Plan
System Performance Report**

Prepared for:

**Florida Department of Transportation and
Alabama Department of Transportation**

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TABLE OF CONTENTS

1 - PURPOSE	2
2 - BACKGROUND	3
3 - HIGHWAY SAFETY MEASURES (PM1)	5
4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2).....	11
Pavement and Bridge Condition Performance Measures and Targets Overview.....	11
Pavement and Bridge Condition Baseline Performance and Established Targets	13
5 - SYSTEM PERFORMANCE (PM3)	16
System Performance Measures and Targets Overview.....	16
PM3 Baseline Performance and Established Targets.....	16
6 - TRANSIT ASSET MANAGEMENT MEASURES.....	19
7 - TRANSIT SAFETY PERFORMANCE.....	24

LIST OF TABLES

Table 3.1	Highway Safety (PM1) Targets.....	6
Table 3.2	Highway Safety (PM1) Conditions and Performance (Florida).....	6
Table 3.3	Highway Safety (PM1) Conditions and Performance (Alabama).....	7
Table 4.1	Pavement and Bridge Condition (PM2) Performance and Targets for Florida.....	13
Table 4.2	Pavement and Bridge Condition (PM2) Performance and Targets for Alabama.....	14
Table 5.1	System Performance and Freight (PM3) - Performance and Targets for Florida.....	17
Table 5.2	System Performance and Freight (PM3) - Performance and Targets for Alabama.....	17
Table 6.1	FTA TAM Performance Measures.....	19
Table 6.2	Florida Group TAM Plan Participants.....	20
Table 6.3	Alabama Group TAM Plan Participants.....	21
Table 6.4	Florida and Alabama Group TAM Targets for Tier II Providers.....	22
Table 6.5	FL-AL TPO Transit Asset Management Targets.....	23
Table 7.1	BRATS and ECAT Safety Performance Targets.....	25



1 - PURPOSE

This document provides language that Florida’s transportation planning organizations (TPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT), Alabama Department of Transportation (ALDOT), and the Metropolitan Planning Organization Advisory Council. This document outlines the minimum roles of FDOT, the TPOs, and the public transportation providers in the TPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.

2 - BACKGROUND

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and transportation planning organizations (TPOs) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and TPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving System Reliability;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and TPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and TPOs have the option to support the statewide targets or adopt their own.

The Florida-Alabama TPO includes the southern portions of Escambia and Santa Rosa counties and the cities of Gulf Breeze, Milton and Pensacola in Florida, and Orange Beach and the community of Lillian in Baldwin County Alabama.

The System Performance Report for the Florida-Alabama Transportation Planning Organization includes performance measures for: Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management and Transit Safety Performance.

The Florida-Alabama Transportation Planning Organization 2040 Long-Range Transportation Plan (LRTP) was adopted on November 3, 2015. The System Performance Report is part of the Florida-Alabama TPO 2045 Long Range Transportation Plan that was adopted on October 14, 2020. On January 13, 2021, the 2045 LRTP was amended by the Florida-Alabama TPO.

The Florida-Alabama TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the



goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Florida-Alabama TPO 2045 LRTP.

The Florida-Alabama TPO FY 2021-2025 Transportation Improvement Program (TIP)¹ considers potential projects that fall into specific investment priorities. Federally funded projects identified in the state TIP can be implemented using current and proposed revenue sources based on the Florida Department of Transportation's (FDOT's) Tentative Work Program, the Alabama Department of Transportation (ALDOT) Work Program, and locally designated transportation revenues. The Florida-Alabama TPO 2021-2025 TIP includes the following investment priorities:

Safety. For the Florida-Alabama TPO, this includes the Safe Routes to School and the Escambia-Santa Rosa Community Traffic Safety Team Programs; and Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed.

Bridge and Pavement. The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways.

System Performance. The Florida-Alabama TPO will use the performance of interstate and non-interstate system, freight movement, traffic congestion, and mobile source emissions to address system reliability and congestion mitigation.

Transit Asset Management (TAM). The Transit Projects identified in the TIP will assist in keeping the transit vehicles and facilities in State of Good Repair.

The TIP includes specific investment priorities that support the TPO's goals including safety, efficiency, connectivity, economic vitality, security, quality of life, and the planning process which guide the Evaluation Criteria. The Evaluation Criteria in the LRTP filters down to Project Priorities, and the TIP.

Safety, Bridge and Pavement, and Transit Asset Management performance measures are described in the sections below.

¹ Florida-Alabama TPO FY 2021-2025 Transportation Improvement Program adopted July 8, 2020, amended January 13, 2021.

3 - HIGHWAY SAFETY MEASURES (PM1)

Safety was the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires TPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Number of Serious Injuries;
- Number of Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The Florida and Alabama Departments of Transportation Highway Safety Improvement Plans (HSIP) focused on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The HSIP development process included review of safety-related goals, objectives, and strategies in TPO plans. The HSIP guides FDOT, ALDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout each State. Safety Targets are established annually by the TPO by February 27th.

The HSIP highlights the commitment to a vision and initiative of zero deaths. The HSIP annual report documents the statewide performance measures toward that zero deaths vision and initiative. As such, the TPO supported the adoption of the HSIP safety performance measures, FDOT's 2018, 2019, and 2020 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths, ALDOT's 2018 safety targets, which set the targets at 1,010 for Number of Fatalities; 1,490 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,369 for Number of Serious Injuries; 12,420 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 390 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries to reflect ALDOT's Towards Zero Death Initiative; ALDOT's 2019 safety targets, which set the targets at 932 for Number of Fatalities; 1,330 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,469 for Number of Serious Injuries; 12,080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 394 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and ALDOT's 2020 safety targets, which set the targets at 964 for Number of Fatalities; 1,350 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,143 for Number of Serious Injuries; 11,080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 384 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries to reflect ALDOT's Towards Zero Death Initiative. The TPO supported the FDOT and ALDOT targets by approving Resolution 18-01 on February 14, 2018, Resolution 19-01 on February 13, 2019, and Resolution 20-01 on February 12, 2020. Table 3.1 indicates the areas in which the TPO is expressly supporting the statewide target developed by FDOT and ALDOT.



Table 3.1. Highway Safety (PM1) Targets

Performance Target	Florida-Alabama TPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT and ALDOT safety target	
	FL	AL
Number of fatalities	√	√
Rate of fatalities per 100 million VMT	√	√
Number of serious injuries	√	√
Rate of serious injuries per 100 million VMT	√	√
Number of non-motorized fatalities and non-motorized serious injuries.	√	√

Statewide system conditions for each safety performance measure are included in Table 3.2 (Florida) and Table 3.3 (Alabama) along with system conditions in the Florida-Alabama transportation planning area. System conditions reflect baseline performance (2014-2018). The latest safety conditions will be updated annually on a rolling five-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

Table 3.2. Highway Safety (PM1) Conditions and Performance (Florida)

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Calendar Year 2021 Florida Performance Targets*
	2012-2016	2013-2017	2014-2018	
Number of Fatalities	2,688.2	2,825.4	2,972.0	0
Rate of Fatalities per 100 Million VMT	1.33	1.36	1.39	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	0

*The Florida-Alabama TPO reviewed these targets on January 13, 2021 and is scheduled to take action on them on February 10, 2021.

Table 3.3. Highway Safety (PM1) Conditions and Performance (Alabama)

Performance Measures	Alabama Statewide Baseline Performance (Five-Year Rolling Average)			Calendar Year 2021 Alabama Performance Targets*
	2012-2016	2013-2017	2014-2018	
Number of Fatalities	1,010	932	964	961
Rate of Fatalities per 100 Million VMT	1.490	1.330	1.350	1.364
Number of Serious Injuries	8,369	8,469	8,143	6595
Rate of Serious Injuries per 100 Million VMT	12.420	12.080	11.080	9.355
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	390	394	384	366

*The Florida-Alabama TPO reviewed these targets on January 13, 2021 and is scheduled to take action on them on February 10, 2021.

Baseline Conditions

Florida-Alabama TPO supports the states' Baseline Safety Performance Measures.

Trends Analysis

The process used to develop the Florida-Alabama TPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

Between 2014 and 2018, 2,972 people died on Florida's roadways and an additional 20,738 people were seriously injured. The Florida Department of Transportation (FDOT) and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries. Zero Deaths is the safety performance target. Data forecast indicates Florida's five-year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. The data forecast indicates Florida's five-year rolling average of serious injuries will continue to trend downward in 2019 and 2020.

The Alabama 2018 Strategic Highway Safety Plan (SHSP) focuses mainly on: (1) speed and impaired driving, the two largest factors that cause injury and fatal crashes, and (2) lack of proper restraint use, which is the single greatest factor influencing severity. Locations with the highest numbers of severe injury crashes, or *hot spots*, were included rather than a serious injury rate or number.

In the 5-year rolling average, Alabama fatal crashes decreased from 1,010 between the years 2012 and 2016 to 964 between the years of 2014 and 2018. Although the rate of serious injuries is trending downward from 8,369 (between years 2012 and 2016) to 8,143 (between 2014 and 2018) the rate of serious injuries is still high at 11.080 per million vehicle miles traveled. By focusing on the prevalent speeding locations, stakeholders implemented countermeasures such as evidence-based enforcement, educational programs, and engineering



or design fixes to reduce fatalities, Alabama is committed to reducing this rate. Alabama continues to work toward the 2035 goal to reach a 50% reduction and sustain significant Toward Zero Deaths (TZD) progress.

A recent impacting trend is the direct effect of the Covid-19 pandemic on the transportation system. Although data is not currently available on Florida or Alabama DOT websites to substantiate a decrease, freight, vehicle, and transit use, and therefore volume, is assumed to have moderately decreased in 2020. An important local economic driver, tourism and hospitality services also experienced a decrease with tourist destinations closed for a brief period, resulting in lower demand for transportation services and use. This trend is expected to increase as tourist destinations, retail, restaurants, and businesses continue to reopen.

Coordination with Statewide Safety Plans and Processes

The Florida-Alabama TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Florida-Alabama TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), the Florida Transportation Plan (FTP), the Alabama Strategic Highway Safety Plan (SHSP), Alabama Statewide Transportation Plan, and Highway Safety Improvement Program (HSIP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 transportation (metropolitan) planning organizations (TPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP, currently being updated, guides FDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The Alabama Strategic Highway Safety Plan includes five major component areas to address roadway safety in the state. The goal of the Plan is Toward Zero Deaths (TZD) program by working in all areas that influence fatal crashes, including changing the highway safety culture in the State by making TZD the responsibility of everyone. The safety components are:
 - Driver Behavioral Crashes;
 - Infrastructure Countermeasures;
 - Legislative Initiative;
 - Traffic Safety Information Systems (TSIS); and
 - Safety Stakeholder Community

The Alabama Statewide Transportation Plan is a long-range plan that assesses the State's multimodal transportation system and presents plans for improvement and maintenance. The plan forecasts a minimum of 20 years and involves engagement with both public and private entities. The plan is designed to meet the goals and other requirements required by federal legislation with its emphasis on performance management. The most recent Statewide Transportation Plan was completed in July 2017.

The Alabama Highway Safety Improvement Program (HSIP) is an annual report that documents the statewide performance measures toward the zero deaths vision. It also identifies and reviews traffic safety issues around the state to identify locations with the potential for improvement.

L RTP Safety Priorities

The Florida-Alabama TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries. The LRTP also aligns with the Alabama SHSP with safety projects and educational initiatives to work towards TZD.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Florida-Alabama TPO has developed a project selection process using evaluation criteria to rank the established five safety performance measures.

Chapter 2 of the Adopted Florida-Alabama TPO 2045 LRTP describes and lists the Safety goals and objectives (in order of importance):

Goal: A transportation system that is safe and secure.

Objectives:

- Develop projects that increase safety for all motorized and non-motorized users.
- Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
- Ensure that the regional transportation system can support emergency response and recovery efforts.
- Include projects that increase security for all users of transit.
- Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
- Reduce the probability of service interruption during a natural disaster by identifying alternatives routes before, during, and after an incident.
- Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
- Work with federal, state, and local agencies, the private sector and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
- Coordinate and cooperate with the Department of Homeland Security, the US Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

The safety goal and objectives support the Moving Ahead for Progress in the 21st Century Act (MAP-21) Planning Factors, the 2060 Florida Transportation Plan goals, and the Alabama Statewide Transportation Plan (2017) which had an emphasis on Performance Management.

An Evaluation Criteria document was developed as a tool to measure whether potential projects are aligned with the policy goals of the Florida-Alabama TPO. The goals and objectives of the LRTP were translated into Key Performance Indicators. The indicators are measured numerically. Each indicator was assigned a score of 0 to 1 with 0 being the least desirable result and 1 point describing the most desirable result. The project with the highest total cumulative score is most aligned with the LRTP goals and objectives. The Key Performance Indicator carrying the most weight is Safety and Security with 25%.



The evaluation criteria and percentages of each indicator are:

- Safety and Security 25%
- User Needs 15%
- Operational 15%
- Multimodal 15%
- Economic Vitality 10%
- Quality of Life 10%
- Planning Consistency 10%

The Florida-Alabama TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Florida-Alabama TPO 2045 LRTP.

4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

Bridge and Pavement (PM2) was the second national goal identified in the FAST Act and was finalized in May 2017 and published in the Federal Register. The rule requires TPOs to set targets for the following bridge and pavement related performance measures and report progress to the State DOT:

- Percent of Interstate Pavements in Good Condition;
- Percent of Interstate Pavements in Poor Condition;
- Percent of Non-Interstate National Highway System Pavements in Good Condition;
- Percent of Non-Interstate National Highway System Pavements in Poor Condition;
- Percent of National Highway System Bridges classified as in Good Condition by Deck Area; and
- Percent of National Highway System Bridges classified as in Poor Condition by Deck Area.

Targets for Pavement and Bridge System Performance were adopted on September 12, 2018 by Resolution 18-24 for targets in 2021 which supported the DOT targets and will need to be adopted again by April 1, 2023 since they are four-year targets. FDOT targets for 2021 for Pavement are: >60 for Percent of Interstate Pavements in Good Condition, <5 for Percent of Interstate Pavements in Poor Condition; >40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and <5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2021 for Bridges are: >50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and <10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. ALDOT targets for 2021 for Pavement are: “Not Applicable” for Percent of Interstate Pavements in Good Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO, “Not Applicable” for Percent of Interstate Pavements in Poor Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO; >40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and <5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. ALDOT targets for 2021 for Bridges are: >27 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and <3 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and



- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1-mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the rating for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and TPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

TPOs must establish four-year targets for all six measures. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the TPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the TPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Florida-Alabama TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM2 measure for the State of Florida and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets for Florida

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)
Percent of Interstate pavements in good condition	66.0%	68.0%	Not Required	≥60%*
Percent of Interstate pavements in poor condition	0.1%	0.5%	Not Required	≤5%*
Percent of non-Interstate NHS pavements in good condition	44.0%	41.0%	≥40%	≥40%*
Percent of non-Interstate NHS pavements in poor condition	3.6%	3.6%	≤5%	≤5%*
Percent of NHS bridges (by deck area) in good condition	67.7%	65.6%	≥50%	≥50%*
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.5%	≤10%	≤10%*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

Table 4.2 presents baseline performance for each PM2 measure for the State of Alabama. For the 2-Year Target Date ALDOT used 2020. The 4-Year Target is 2022.



Table 4.2. Pavement and Bridge Condition (PM2) Performance and Targets for Alabama

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2-year Target (2020)	Statewide 4-year Target (2022)
Percent of Interstate pavements in good condition	I-10 not in TPO Study Area*	I-10 not in TPO Study Area*	Not Required	I-10 not in TPO Study Area*
Percent of Interstate pavements in poor condition	I-10 not in TPO Study Area*	I-10 not in TPO Study Area*	Not Required	I-10 not in TPO Study Area*
Percent of non-Interstate NHS pavements in good condition	79.9%		>40%	>40%*
Percent of non-Interstate NHS pavements in poor condition	4.1%		<5%	<5%*
Percent of NHS bridges (by deck area) in good condition	27.2%		>27%	>27%*
Percent of NHS bridges (by deck area) in poor condition	2.0%		<3%	<3%*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In compliance with MAP-21 and the FAST Act, ALDOT established PM2 targets and were adopted by TPO's by April 2019. ALDOT and the TPOs, along with Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements. Typical highway projects, such as highway capacity, system preservation, bridge and safety projects, support the established targets.

ALDOT's Pavement Preservation Policy, approved by FHWA on June 2, 2019, is the planned strategy of cost-effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without significantly increasing the structural capacity of the pavement.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

The Alabama TAMP was updated in August 2019. ALDOT's Transportation Asset Management Plan (TAMP) is consistent with ALDOT's desire to make data-driven spending decisions related to its assets. The TAMP is a central resource for multiple ALDOT Bureaus. The TAMP includes pavement and bridge inventory and condition, financial data, a revised risk register, and investment scenarios.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

The Florida-Alabama TPO agreed to support FDOT and ALDOT pavement and bridge condition performance targets on September 12, 2018. By adopting FDOT and ALDOT targets, the Florida-Alabama TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The Florida-Alabama TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Florida-Alabama TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), the Florida Transportation Asset Management Plan, and the Alabama Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida and Alabama Transportation Asset Management Plans (TAMP) explain the processes and policies affecting pavement and bridge condition and performance in the state. Both plans present a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Florida-Alabama TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal C has been established for a transportation system that is maintained and operated efficiently, with objectives to direct resources to preserve the existing infrastructure and replace deficient infrastructure.



5 - SYSTEM PERFORMANCE (PM3)

System Performance Measures and Targets Overview

System Performance (PM3) was the third national goal identified in the FAST Act was also finalized in May 2017 and published in the Federal Register. The rule requires TPOs to set targets for the following system performance related performance measures and report progress to the State DOT.

- Percent of Person Miles Traveled on Interstate System that is reliable;
- Percent of Person Miles Traveled on Non-Interstate National Highway System that is reliable; and
- Truck Travel Time Reliability Index.

The data used to calculate PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and TPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable²; and
- Two-year and four-year targets for truck travel time reliability.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the TPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Florida-Alabama TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT and ALDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 and Table 5.2, respectively, present baseline performance for each PM3 measure for Florida and Alabama and for the TPO planning area as well as the two-year and four-year targets established by FDOT and ALDOT for their state.

² Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

Table 5.1. System Performance and Freight (PM3) - Performance and Targets for Florida

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2- year Target (2019)	Statewide 4- year Target (2021)
Percent of person-miles on the Interstate system that are reliable	82.2%	83.4%	75.0%	70.0%*
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	87%	Not Required	50.0%*
Truck travel time reliability index (TTTR)	1.43	1.45	1.75	2.00*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

Table 5.2. System Performance and Freight (PM3) - Performance and Targets for Alabama*

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2- year Target (2019)	Statewide 4- year Target (2021)
Percent of person-miles on the Interstate system that are reliable	n/a	95.45%	96.4%	92.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	93.83%	n/a	90.0%
Truck travel time reliability index (TTTR)	1.19	1.18%	1.20	1.30

* Source: ALDOT Bureau of Office Engineer; August 7, 2020

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

To establish data-informed targets for the Truck Travel Time Reliability Performance (TTTR) measures, ALDOT used a novel forecasting methodology relating segment-level roadway capacity and traffic volume to reliability performance to forecast future performance as roadway volumes and capacities change. In addition to PM3 target setting, this methodology supports other planning uses, including estimating capacity project performance impacts, and supports a better understanding of the relationship between roadway volumes, capacities, and reliability. As stated in an August 7, 2020 letter to TPOs, ALDOT modified its 4-year targets. A resolution to adopt the modified ALDOT 4-year (2021) targets was approved by the FL-AL TPO on January 13, 2021. The resolution number is 21-02.

For PM3 target setting purposes, this methodology generated multiple forecast scenarios, reflecting different levels of possible traffic growth rates and multiple investment strategies. The forecasts provide a realistic basis for setting future targets, while simultaneously demonstrating how growing travel demand affects system reliability and the user experience improvements created by ALDOT's investments in new system capacity. Forecasts were generated for 2018 – 2021, to coincide with the PM3 first performance period.



The forecasting methodology uses a statistical model to relate road segment reliability performance to roadway volume and capacity. Future performance is forecasted at the segment level by growing future traffic volumes by known growth rates, updating future road capacity to reflect programmed capacity projects scheduled for completion during the first performance period, and measuring the forecasted change in performance. Segment-level forecasts are aggregated to state-wide performance measure forecasts using the PM3 Final Rule measure calculating methodology.

The Florida-Alabama TPO agreed to support FDOT's and ALDOT's PM3 targets on September 12, 2018. By adopting FDOT's and ALDOT's targets, the Florida-Alabama TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The Florida-Alabama TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Florida-Alabama TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), the Florida Freight Mobility and Trade Plan, the Alabama Statewide Long-Range Plan, and the Alabama Statewide Freight Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.
- The Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama's infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama's infrastructure system.
- The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

The Florida-Alabama TPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion, operational improvements, the Congestion Management Process major update, and Transportation System Management.

FDOT and ALDOT provided FHWA and the Florida-Alabama TPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT, ALDOT, and the Florida-Alabama TPO revisited the four-year PM3 targets. Alabama MPOs had a deadline of March 29, 2021 to support the adjusted statewide targets or set their own targets. As stated in an August 7, 2020 letter to TPOs, ALDOT modified its 4-year targets. A resolution to adopt the modified ALDOT 4-year (2021) targets was approved by the FL-AL TPO on January 13, 2021. The resolution number is 21-02.

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

The TPO is also required to adopt State of Good Repair Performance Measures for Transit Asset Management (TAM). The TAM rule from the Federal Transit Administration became effective on October 1, 2016. The rule requires TPOs to set targets for transit related performance measures and report progress to the State DOT.

Table 6.1 below identifies performance measures for transit asset management.

Table 6.1. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of service vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the Transit Economics Requirements Model Scale (TERM)

For equipment and rolling stock classes, Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency.

TAM targets were adopted by the TPO on September 12, 2018 by Resolution 18-30 which supported the DOT targets and will need to be adopted again by October 1, 2022. The Infrastructure category does not apply to the TPO since there is no rail fixed guideway track in the TPO area. For Florida, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full-Size Buses. The targets for these categories are Vans (reduce by 0 Percent of current inventory), Cutaway Buses (reduce by 0 Percent of current inventory), Body on Chassis (reduce by 0 Percent of current inventory), and Full Size Buses (reduce by 3 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale. For Alabama, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full-Size Buses. The targets for these categories are Vans (reduce by 10 Percent of current inventory), Cutaway Buses (reduce by 10 Percent of current inventory), Body on Chassis (reduce by 10 Percent of current inventory), and Full Size Buses (reduce by 10 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale TPO.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each TPO in which the transit provider's projects and services are programmed in the TPO's TIP.

To the maximum extent practicable, transit providers, states, and TPOs must coordinate with each other in the selection of performance targets.



The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 20 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

Table 6.2. Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Good Wheels, Inc. ³ Central Florida Regional Planning Council DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Transit Nassau County Transit ⁴ Ride Solutions Levy County Transit Suwannee River Economic Council
3	Tri-County Community Council Big Bend Transit ⁵ Gulf County ARC Calhoun Transit Liberty County Transit JTRANS Wakulla Transit
4	<i>No participating providers</i>
5	Sumter Transit Marion Transit
6	Key West Transit
7	<i>No participating providers</i>

As shown in the following Table 6.3, Alabama has a total of 28 transit providers participating in the ALDOT Group TAM Plan. The TAM Plan was developed with and covers ALDOT's Tier II transit providers, specifically organizations that are recipients of Sections 5311 and 5307 FTA program funding. The Subrecipients included in this TAM Plan provide Demand Response and Fixed Route Service. ALDOT and its Subrecipients adopted internal performance targets in January 2017. It was agreed that the performance targets would be reviewed and updated annually. Each Subrecipient formally agreed to be part of the Group TAM Plan process and remained in close contact with ALDOT staff throughout the plan development. ALDOT's TAM Plan will be updated every four years with the next update scheduled for October 2022.

³ No longer in service.

⁴ Provider service area covers portions of Districts 1 and 2

⁵ Provider service area covers portions of Districts 1 and 2



Table 6.3. Alabama Group TAM Plan Participants

Formal Agency Name	Business Entity
Alabama-Tombigbee Regional Commission	ATRC Rural Transportation
Area Referral and Information Service for the Elderly	A.R.I.S.E. Inc.
Autauga County Commission	Autauga County Rural Transportation
Baldwin County Commission	Baldwin Regional Area Transit System (BRATS)
Birmingham Regional Paratransit Consortium	ClasTran
Blount County Commission	Blount County Public Transportation
Chilton County Commission	Chilton County Transit
City of Eufaula	Eufaula/Barbour Transit Authority
City of Guntersville	Guntersville Public Transportation
City of Troy	Pike Area Transit System (PATs)
Covington County Commission	Covington Area Transit System (CATS)
Cullman County Commission	Cullman Area Rural Transportation System (CARTS)
Dekalb County Commission	Dekalb County Rural Transportation
East Alabama Regional Planning and Development Commission	Area Wide Community Transportation Service (ACTS)
Educational Center for Independence	Educational Center for Independence
Escambia County Commission	Escambia County Alabama Transit System (ECAT)
Etowah County Commission	Etowah County Rural Area Transportation
H.E.L.P. Inc.	H.E.L.P. Inc.
Jackson County Commission	Jackson County Rural Transportation
Lee-Russell Council of Governments	Lee County Express (LETA) Phenix City Express (PEX)
Macon County Commission	Macon County Rural Transportation Program
Madison County Commission	Transportation for Rural Areas of Madison County (TRAM)
North Central Alabama Regional Council of Governments	NARCOG Regional Transit Agency
Northwest Alabama Council of Local Governments	NACOLG Transit
SE AL Regional Planning and Development Commission	Wiregrass Transit Authority
St. Clair County Commission	St. Clair County Rural Transportation Program
Walker County Commission	Walker County Rural Transportation Program
West Alabama Health Services, Inc.	West Alabama Public Transportation

The TPO has the following Tier I and Tier II providers operating in the region.

- Tier I: None
- Tier II: Escambia County Area Transit and Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL)

All three (3) providers are considered Tier II providers. Escambia County Area Transit is not part of the FDOT Group TAM Plan. The other two transit providers, Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL) are included in group TAM plans developed by the FDOT Public Transit Office in Tallahassee and the ALDOT office in Montgomery.



Tri County Community Council (FL) & Baldwin Regional Area Transit System are part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT and ALDOT for Tier II providers in Florida and Alabama and coordinates with FDOT and ALDOT on reporting of group targets to NTD. The FY 2019 asset conditions and 2020 targets for the Florida and Alabama Tier II providers are shown in the following Table 6.4.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year.

As required by FTA, FDOT and ALDOT will update their respective TAM Plan at least once every four years. FDOT and ALDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the TPOs in which they operate when the targets are updated.

Table 6.4. Florida and Alabama Group Transit Asset Management Targets for Tier II Providers

Asset Category - Performance Measure	Asset Class	FY 2019 Asset Conditions (Florida)	FY 2020 Performance Target (Florida)	FY 2019 Asset Conditions (Alabama)	FY 2020 Performance Target (Alabama)
Revenue Vehicles					
Percent of revenue vehicles that have met or exceed their Useful Life Benchmark (ULB)	Automobile	27.3%	≤27%	n/a	n/a
	Bus	9.1%	≤9%	63%	≤63%
	Cutaway Bus	15.6%	≤15%	42%	≤37%
	School Bus	25%	≤25%	n/a	n/a
	Mini-Van	13.8%	≤13%	43%	≤38%
	SUV	10.0%	≤10%	n/a	n/a
	Van	30.1%	≤30%	69%	≤64%
Equipment					
Percent of service vehicles that have met or exceed their Useful Life Benchmark (ULB)	Non-Revenue Automobile	20%	≤20%	n/a	n/a
	Trucks and other Rubber Tire Vehicles	4%	≤4%	83%	≤73%
Facilities					
Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	≤0%	0%	≤0%
	Administration/Maintenance Facilities	0%	≤0%	0%	≤0%

Note: ALDOT Revenue Vehicle Asset Categories differed from listed categories. ALDOT categories of Cutaways and Body-on-Chassis were combined into the Cutaway category.

On September 12, 2018, the Florida-Alabama TPO established transit asset targets for the TPO planning area, as summarized in Table 6.5.

Table 6.5. FL-AL TPO Transit Asset Management Targets*

Asset Category Performance Measure	Asset Class	FY 2017 Asset Condition	FY 2021 Target (Escambia County, Florida)	FY 2021 Target (Alabama)
Rolling Stock				
Percent of revenue vehicles that have met or exceed their ULB	Vans	X	Reduce by 0%	Reduce by 10% (of current inventory)
	Cutaway Buses	X	Reduce by 0%	Reduce by 10% (of current inventory)
	Body-on-Chassis	X	Reduce by 0%	Reduce by 10% (of current inventory)
	Full Size Buses	X	Reduce by 3%	Reduce by 10% (of current inventory)
Equipment				
Percent of service vehicles that have met or exceed their ULB		X	Reduce by 10%	Reduce by 10% (of current inventory)
Facilities				
Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Requirements Model (TERM) Scale		X	No more than 20%	No more than 20%

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-30 on September 12, 2018.

These targets for the TPO planning area reflect the targets established by Escambia County Area Transit through their Transit Asset Management Plans, as well as the statewide targets established by FDOT and ALDOT for those providers participating in the Group Transit Asset Management Plan, which includes the following provider(s) in the TPO planning area: Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL).

7 - TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP- 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

Transit Safety Performance Measures

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. TPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the TPO planning area. In addition, the Florida-Alabama TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 5311 transit providers must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

In Alabama, transit agencies develop their own Public Transportation Agency Safety Plans. The transit agency's governing body adopts their respective safety plan. The ALDOT will review, approve and monitor

the implementation of the Public Transportation Agency Safety Plan to ensure compliance with the oversight agency's program standard at each transit agency.

TAM Safety Performance Baselines and Targets

Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each State in which the planning area exists. Baldwin Regional Area Transit System (BRATS) is a demand response transit service in Baldwin County Alabama. Baldwin County established safety targets for BRATS on April 20, 2020. Escambia County, in Florida, established safety targets for both demand response and fixed route ECAT services on December 10, 2020. Tri County Community Council (Santa Rosa County [Florida] Demand Response) does not receive FTA Urbanized Area Formula Grant funding, therefore, safety plans that include the process and procedures to implement Safety Management Systems (SMS) are not required. BRATS and ECAT TAM baseline and target safety performance goals are shown in Table 7.1.

Table 7.1 BRATS and ECAT Safety Performance Targets

Mode	BRATS Baseline ¹	BRATS Performance Targets	ECAT Demand Response Baseline	ECAT Demand Response ³ Targets	ECAT Fixed Route Baseline	ECAT Fixed Route ³ Targets
Number of Fatalities	0	0	0	0	0	0
Number of Serious Injuries	0	0	0	0	0	0
Number of Safety Events	0	0	0	0	0	0
System Reliability ²	185,235 revenue miles	185,235 revenue miles	70,632 revenue miles	70,632 revenue miles	90,850 revenue miles	90,850 revenue miles

¹Source: Baldwin County Commission, Baldwin Regional Area Transit System (BRATS)

² rate= total number for the year/total revenue vehicle miles traveled

³ Adopted by Resolution 21-07 on January 13, 2021.

In future LRTP updates, additional TAM performance data and targets will be available to allow a fuller discussion of trends and progress toward achieving targets.

The Florida-Alabama TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Florida-Alabama TPO FY 2021-2025 TIP, the current Florida-Alabama TPO 2045 LRTP, and the Escambia County Transit Development Plan.



Transit Provider Coordination with States and TPOs

Key considerations for TPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and TPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and TPOs in the selection of state and TPO safety performance targets.
- TPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. TPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent TPO targets must be established when the TPO updates the TIP or LRTP. When establishing transit safety targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the TPO planning area. In cases where two or more providers operate in an TPO planning area and establish different targets for a given measure, the TPO has the option of coordinating with the providers to establish a single target for the TPO planning area, or establishing a set of targets for the TPO planning area that reflects the differing transit provider targets.
- TPOs and states must reference those targets in their long-range transportation plans. States and TPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

The Florida-Alabama TPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. Targets for transit safety performance were approved by the FL-AL TPO at the January 13, 2021 meeting and will be considered in the Escambia County Transit Development Plan that is currently being developed. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.